

TRIUMPH STAG

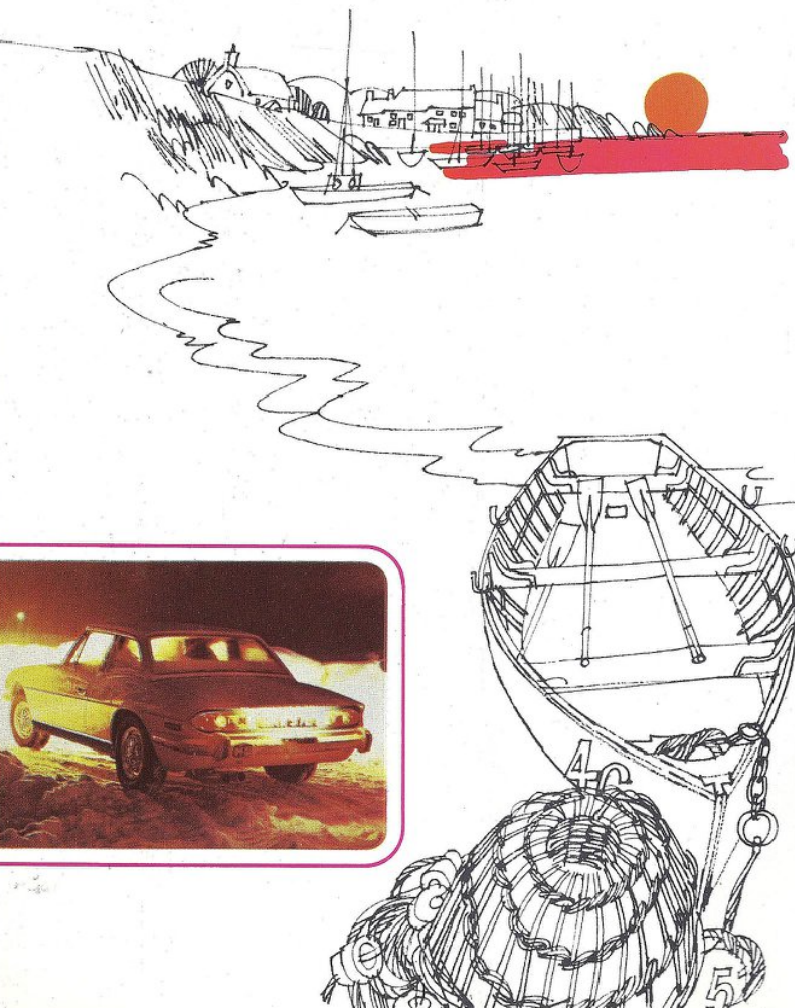


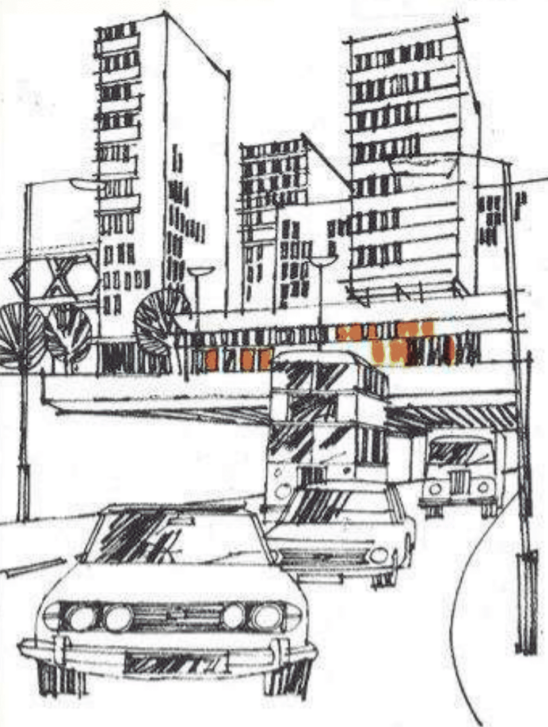
The Loveliness of the Long Distance Tourer

As more and more Britons came to demand the ability to cross Europe in high style, the time was right for the Triumph Stag to be born.

Combining the sleek looks and power of a sports car with the elegance and comfort of a luxury saloon, the Stag has now proved itself to be the grand tourer par excellence—if you like, an uncommon car to make inroads into the Common Market.

Equally at home on an autostrada or in a crowded London Street, the Triumph Stag with its classic sporting lines and unique T-shaped roll-over bar is one of today's most handsome and distinctive motor cars.





Built to take the Continent in its stride

The style that has been admired throughout Europe is matched by a motoring potential which makes light work of long-distance travel and reduces the frustrations of city driving.

All round independent suspension ensures an even ride and power steering through the small 14½ inch steering wheel gives complete control with a minimum of effort. Overdrive is fitted as standard but, for a surprisingly low extra cost, it can be replaced by automatic transmission. This, allied to the Stag's fine manoeuvrability, makes the car adaptable for negotiating inner city mazes.

Back on the open road, a 12½ gallon petrol tank and large 9 cu. ft. boot provide added convenience when touring.



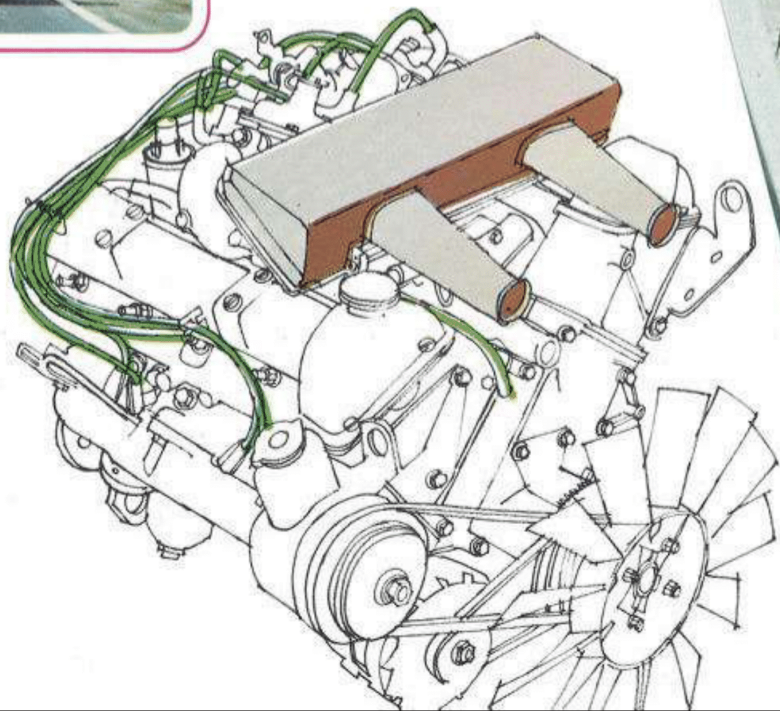
A Custom-built Engine

Created especially for the Stag, this magnificent 2,997 c.c., V8 unit completely lives up to its famous Triumph pedigree.

Utilising aluminium alloy cylinder heads, a chromium iron block and twin carburettors, it develops 146 b.h.p. at 5,700 r.p.m. giving the Stag a top speed of 120 m.p.h.

A 13 blade fan with a special viscous coupling reduces power loss at these high engine speeds and also helps the car maintain its refreshingly low noise levels. The Stag does not roar away from traffic lights. It quietly and serenely powers away and can reach 50 m.p.h. from standstill in 7 seconds and 60 m.p.h. in 9. In top gear, it goes from 40 m.p.h. to 60 in 7.5 seconds and from 50 m.p.h. to 70 in 8 seconds. Of equal importance is the Stag's ability to return a fuel consumption of 33.5 m.p.g. at a constant 50 m.p.h. in overdrive top (*Motor* 19.9.70).

Figures like these illustrate the Stag's ability to offer the motorist both superb acceleration and fast transcontinental cruising.







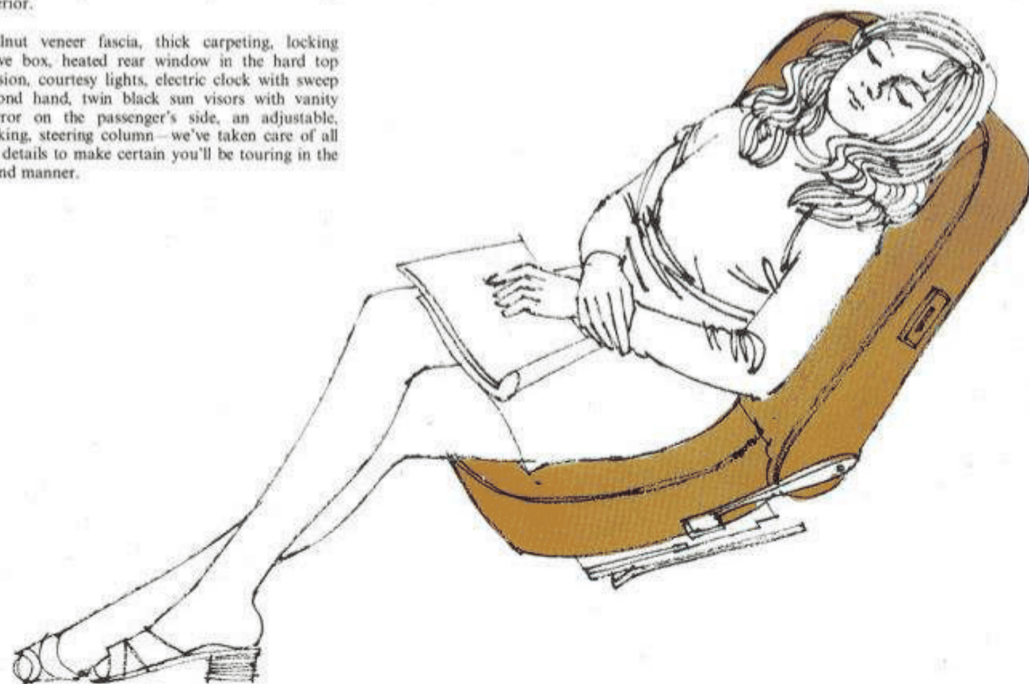
First class travel in the Triumph Stag

The Stag's high-backed, body-contoured front seats give exceptional comfort and support. Trimmed in attractive, hard-wearing perforated vinyl as is the occasional rear bench seat, they're fully adjustable and can be completely reclined for resting. Adjustable head restraints are now fitted as standard.

A highly efficient heating and ventilation system controls the interior climate whilst the side windows can be electrically raised or lowered at the gentle rock of a switch. For those who require the additional benefits of a fully-integrated air-conditioning system, this is available as factory-fitted optional equipment. It enables you to dial your own climate, irrespective of the outside weather conditions.

Practical luxury—that's the keynote of the Stag interior.

Walnut veneer fascia, thick carpeting, locking glove box, heated rear window in the hard top version, courtesy lights, electric clock with sweep second hand, twin black sun visors with vanity mirror on the passenger's side, an adjustable, locking, steering column—we've taken care of all the details to make certain you'll be touring in the grand manner.



Safe, powerful motoring

Not just a functional machine for speeding you effortlessly over the hills and far away, the Stag also brings some of the excitement and exhilaration back into everyday motoring. But with safety as a crucial factor.

For this reason we teamed the big V8 engine with very powerful brakes using 10½" caliper discs at the front. Monitored by a fascia warning light, the front and rear systems operate independently through a tandem master cylinder.

The Stag's roadholding also inspires the confidence essential for good driving. A wide 53" track, 5J wheel rims, 185 HR 14 radial tyres and an anti-roll bar give you a positive grip on the surface under all conditions.

Flush, "rocker" type switches, an intermittent screen "wipe" device, a day/night dipping mirror and a door-mounted driver's mirror are other standard features of the safety conscious Stag.

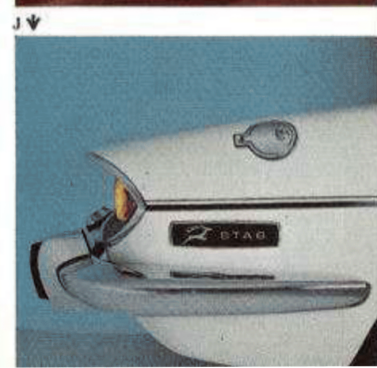
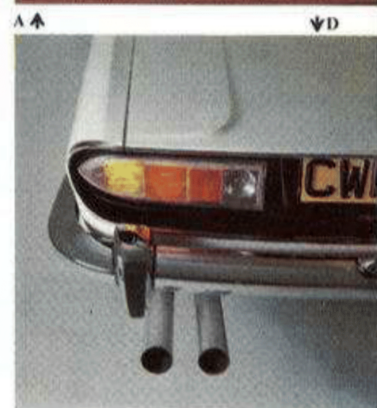
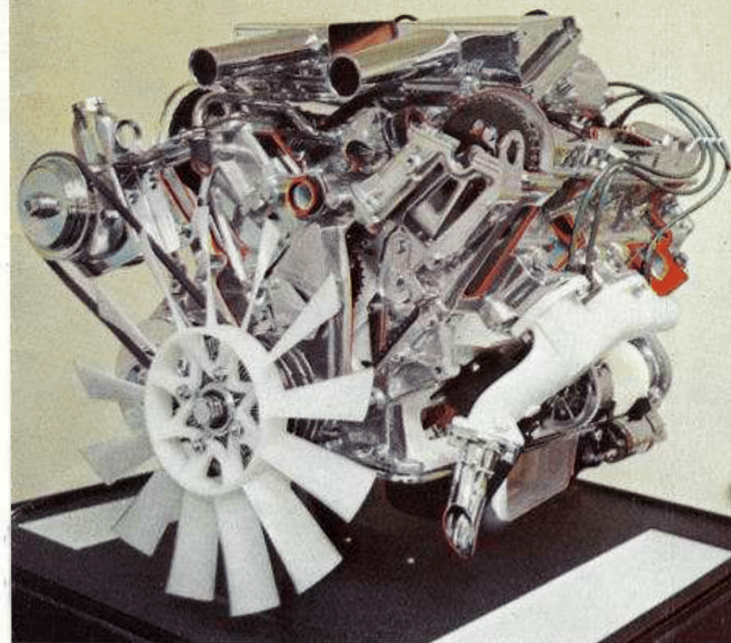


Some fine details

The Stag instrumentation is clear and comprehensive. Steering column stalks—controlling two-speed wipers, screenwashers, direction indicators, head-lamp flasher, dipswitch and horn—and thoughtfully positioned switches give the driver immediate response with the maximum of safety. The large dials have green night-time illumination and the graphics ensure instant identification. And a hazard warning light control is now fitted.

A: Knurled knobs control the pivoted front quarter lights. B: Fully swivelling fresh air ducts on the fascia and the eight-function warning light dial. C: The leaping Stag grille motif. D: Reversing lights are built into the rearlamp cluster. E: Light-alloy road wheels are available as an optional extra. F: A seat belt warning light operates when the ignition is switched on, and the driver's seat belt is not being worn. A switch under the front passenger seat senses when that seat is occupied, and again, the warning light will operate when the passenger's belt is not being worn. G: Inertia reel safety belts are fitted, and are secured in a convenient mounting point on the transmission tunnel. H: Seat rake adjustment is by means of a handle under each front seat. I: Red warning lamps, set into the armrests, light up when the door is opened. J: A flush-fitting, lockable petrol cap is fitted.

Triumph Stag—the grand tourer par excellence.



Specification

Engine

No. of cylinders	8, in V configuration
Bore of cylinders	86 mm (3.385 in.)
Stroke of crank	64.5 mm (2.539 in.)
Capacity	2997 c.c. (182.9 cu. in.)
Wheelbase	8 ft. 4 in. (2540 mm.)
Track (4-up condition):	
Front	4 ft. 4½ in. (1337 mm.)
Rear	4 ft. 5 in. (1346 mm.)
Ground clearance	
(4-up condition)	4 in. (102 mm.)
Turning circle	
(between kerbs)	35 ft. 6 in. (10.8 m.)
Overall dimensions:	
Length	14 ft. 5½ in. (4420 mm.)
Width	5 ft. 3½ in. (1612 mm.)
Height (unladen):	
Soft top—hood	
erect	4 ft. 1½ in. (1258 mm.)
Top of screen	4 ft. 0 in. (1220 mm.)

Weights (approx.)

Dry (excluding extra equipment)	2,659 lb. (1210 kg.)
Basic kerb (including tools, fuel, oil and water)	2,756 lb. (1250 kg.)
Kerb (including optional extras)	2,981 lb. (1355 kg.)
Gross vehicle weight—maximum	3,750 lb. (1700 kg.)

Capacities

Petrol tank	12½ gal. (58.00 l.)
Lubrication system:	
Engine sump—drain and refill	8 pints (4.5 l.)
(when filter also changed)	9 pints (5.1 l.)
Gearbox from dry	2½ pints (1.3 l.)
Rear axle from dry	2 pints (1.1 l.)
Power steering reservoir	1½ pints (0.7 l.)
Cooling system with heater	18½ pints (10.5 l.)

Tyre size	Michelin 185 HR 14 Radial Ply XAS Tubeless or Avon 185 HR Radial Ply Tubeless
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Engine

Maximum power	146 b.h.p. net @ 5,700 r.p.m.
Maximum torque	2,000 lb. in. @ 3,500 r.p.m., equivalent to 137 lb./sq. in. b.m.e.p.

Rear Axle

Ratio	3.7:1
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	Speed range	Time (m.p.h.) (secs.)	Speed range	Time (k.p.h.) (secs.)
Through gears	0-50	7.0	0-80	7.0
	0-60	9.0	0-100	9.5
	0-70	12.0	0-120	13.5
Top gear	40-60	7.5	70-100	7.5
	60-80	8.5	110-140	9.5
Maximum speed: 120 m.p.h. (193 km.p.h.), depending on conditions.				

Suspension: (Front) Independent strut-type suspension with coil springs and telescopic hydraulic damper units. Single lower transverse links with fore and aft location by leading radius rods. Coil springs seat on noise-insulating washers. Rubber bushed pivots and special wear-resistant ball joint swivels. Anti-roll bar. (Rear) Semi-trailing arm independent suspension mounted on rubber-insulated steel sub-frame. Coil springs and telescopic direct-acting hydraulic dampers. Coil springs seat on noise-insulating washers.

Wheels: Steel disc type with 5J flat hump safety ledge rims. Stainless steel wheel trims.

Steering: Power-assisted rack and pinion type. Three-spoke alloy steering-wheel with padded rim and centre boss, 14½ in. (368 mm.) dia., 2½ turns lock to lock. Column adjustable from driving position by means of a readily accessible clamping device—adjustment range approximately 4 in. (102 mm.) axially and 2 in. (51 mm.) vertically. Steering-column incorporates an anti-theft locking device.

Brakes: Caliper disc brakes on front wheels, disc dia. 10½ in. (270 mm.). Self-adjusting drum brakes 9 in. dia. × 2½ in. wide (228 mm. × 57 mm.) of leading and trailing shoe type on rear wheels. Direct-acting servo giving boost ratio of 3:1 nominal. Operation: Divided braking system with foot pedal operating front and rear brakes independently through a tandem master cylinder. Pressure differential valve and warning light fitted. Centrally mounted hand-lever operates rear brakes mechanically.

Jacking: Four-point side jacking with portable scissor-type jack.

Heating and Ventilation: A powerful heater/demister unit provides fresh air of required temperature to the interior of the car and to the windscreen for demisting and defrosting. The unit controls permit independent selection of air temperatures and distribution. Air flow can be increased by the use of a two-speed booster fan which can also be used to boost the flow through face-level, variable direction, fresh air ducts in the centre and at each end of the fascia panel.

Instruments: The instruments are set in a non-glare fascia panel in a compact area in front of driver's position and comprise:

Speedometer, graduated in m.p.h. and k.p.h. which contains total and trip odometers. Combination dial containing separate warning lamps for main beam, direction indicators, ignition, choke, handbrake, low oil pressure, low fuel level. Tachometer. Fuel level gauge. Water temperature gauge. Battery condition indicator. Brake failure warning lamp, a hazard warning lamp, and a seat-belt warning lamp are fitted.

Controls (R.H. Steering Vehicles): Controls are specially designed and grouped for ease of operation. 3-position rotary master switch on R.H. side of steering nacelle controls side, instrument illumination and headlamps. A combined switch for accessories, ignition, starter control and steering-column lock on L.H. side of steering nacelle is operated by the ignition key. The ignition key can only be removed from the combined switch with the steering-column locking device in the locked condition. Two fingertip levers on nacelle; L.H. lever controls twin, two-speed, self-parking electric windscreen wipers and electric windscreen washers; R.H. lever controls self-cancelling direction indicators, headlamp flasher, dip-switch and horn. Overdrive operated by switch in gear lever knob. A rheostat control switch for instrument illumination is fitted in the fascia panel. Mounted on the console panel are three rocker-type switches controlling the electrically operated side windows and interior courtesy lamps, control knobs for choke, two-speed heater booster motor and a cigar-lighter. There is also a control knob and a warning light for use with the electrically heated back-light, when hard top is fitted.

Locks: Both doors are fitted with anti-burst locks and lock externally by means of the ignition key which is also used to operate the steering-column locking device and petrol filler cap. Both doors also lock internally. Luggage compartment and glove compartment are locked with a separate key. Bonnet pull-type lock release mechanism is operated by a knob beneath the fascia.

Luggage Accommodation: Spacious separate luggage compartment at rear with interior lamp and torsionally balanced lockable lid. Lockable glove compartment in fascia panel on passenger side with padded parcel shelf beneath. Stretch pockets in each door panel and on the back of each front seat squab. Recessed compartment in the rear seat side panels.

Petrol Tank: Mounted under the floor panel in the luggage compartment.

General Equipment: (Interior) High impact laminated Sundym safety glass windscreen and toughened Sundym safety glass side windows (at extra cost). Electrical operation for side windows. Day-night dipping interior driving mirror with break-away support. Padded sun visors adjustable vertically and laterally with vanity mirror on passenger side. Non-reflective veneered fascia panel with padded surround. Electric clock in fascia panel. Soft top rear window has a zip fastener on three sides accessible from inside, allowing panel to be partially removed. (Exterior) Wrap-around bumpers front and rear with rubber faced over-riders. Forward-hinged bonnet. Electrically operated twin, two-speed self-parking windscreen wipers and electrically operated twin windscreen washers. Polished metal cappings on door pillars and stainless steel tread-plates on sills. Stainless steel body mouldings and windscreen surround. Tool roll, wheel brace and jack. Door-mounted driver's rear-view mirror.

Lamps: (Front) Four quartz-halogen headlamps set in grille. Parking and direction indicator lamps in combined cluster. When on 'Main Beam' all four headlamps are 'on'. When switch is set to 'dip' outer lamps are dipped and inner lamps are extinguished. Side direction indicator repeater lamps fitted to front wing panels. (Rear) Direction indicator lamps, tail and stop lamps, reflectors and reversing lamps in a combined cluster.

Optional extras: Automatic transmission, alloy wheels, air conditioning.

IMPORTANT NOTE

The specification of this model is correct for the UK market at the date of printing but as development is a continuing process, please check details with your Dealer. Export specifications in particular may differ to suit local conditions and regulations.

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